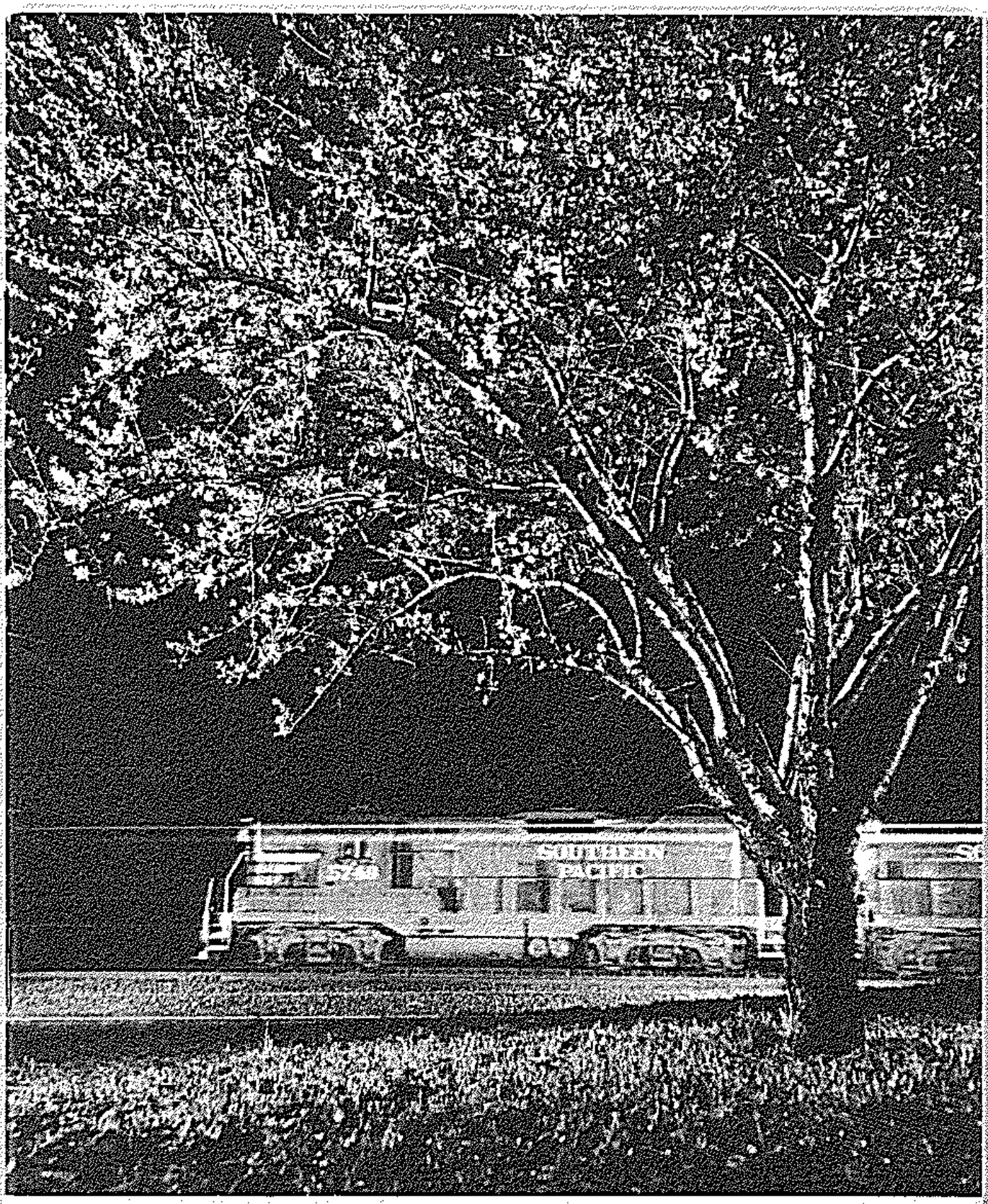
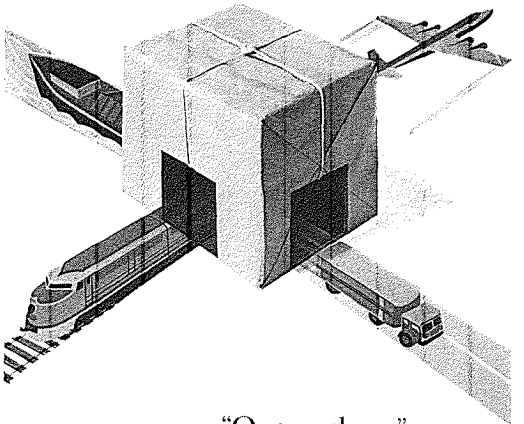


THE Southern Pacific *Bulletin*

MAY 1960



"One-package" transportation– modern answer to a modern need

Shippers today often require a combination of transportation services to move goods rapidly with greatest efficiency and at lowest cost.

"One-package" transportation is a new concept that would allow any one carrier to provide a complete shipping service – including trains, planes, trucks, and vessels. Thus shippers could get just the transportation combination they need with a single call.

The public would also benefit – through better, swifter, more economical service.

Railroads want to offer their customers this "one-package" service. But they are not now permitted to do so. Their applications to engage in other forms of transportation, instead of being considered on the same basis as the applications of others, are generally subject to special conditions and artificial restrictions.

Shouldn't railroads be permitted – as their competitors are – to use the highways, airways and airports, and waterways which railroad taxes help build? This equality of treatment and opportunity would enable the railroads to provide shippers and the public alike with more efficient and complete transportation service at minimum cost.

ASSOCIATION OF AMERICAN RAILROADS • *Washington 6, D. C.*



This view taken from locomotive cab of eastbound freight train, shows end of siding at Sierra Blanca which is controlled by CTC board at Houston, Texas.

Houston Now Dispatching Center For All Trains in Texas and Louisiana

DISPATCHING OF ALL SP trains in Texas and Louisiana is now being done from specially designed headquarters on the third floor of the general office building at Houston, Texas. From here are issued orders controlling the movements of about 150 freight and passenger trains daily over more than 4,200 miles of track extending from New Orleans to El Paso and from Denison to Brownsville.

In full operation since the middle of March, the new dispatching center, with all chief and trick dispatchers in one location, has improved the efficiency of operations through a concentrated system of information and planning.

The new facility has speeded up movement of traffic, assignments of motive power, and supplying of equipment to the four operating divisions in Texas and Louisiana.

By using the latest techniques in electronics and communications, a dispatcher in Houston can push buttons on the large centralized

THE COVER

Night train, with two units on head end, speeds along SP's Overland Route main line at Antelope, California. Blossoming plum tree in foreground makes excellent prop for Dick Steinheimer, photographer.

traffic control board, and green lights will shine along a 78-mile stretch of track in West Texas. This will signify a clear route for a train to move uninterrupted and without train orders over the track between Sierra Blanca and Belen, near El Paso.

The distance from the centralized traffic control board in Houston to the start of CTC equipment at Sierra Blanca is 737 miles. This CTC section is probably more remotely located from its control board than any other installation in the nation.

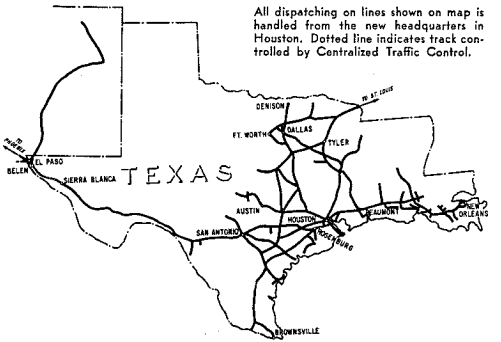
The eight dispatchers assigned to each shift at Houston have varied tasks. For example, while one of them is directing train movements in North Texas, another may be checking a train handling problem with still another dispatcher who takes care of the line between Houston and New Orleans. A dispatcher who needs cars for rice loading may be ordering cars from the car distributor's office across the hall, while another dispatcher secures arrival time of a train at Hearne from one of his cohorts.

All this and hundreds of other exchanges of information keep SP trains operating on their fastest schedules in history.

To provide the necessary telephone facilities for the new dispatching setup, Communications Department personnel, under the direction of Superintendent of Communications W. L. Fagley, installed additional circuits between Houston and Ennis, San Antonio, Lafayette and Sierra Blanca and a circuit between San Antonio and Del Rio.

Operating Department officers were present when the new CTC board was placed in service at Houston for handling of trains between Sierra Blanca and Belen. Shown with Dispatcher Jack Hollingsworth, Jr., are (left to right) General Manager G. W. Kelly, Assistant General Manager L. R. Smith, Superintendent of Transportation J. E. Adams and Rules Examiner G. M. Allen.





The CTC equipment permits the dispatcher at Houston to control operation of power switches located at either end of the eight 9,000-foot sidings located at Sierra Blanca, Small, Lasca, Finlay, Iser, McNary, Tornillo and Clint, and of the 109 new searchlight type signals in the area.

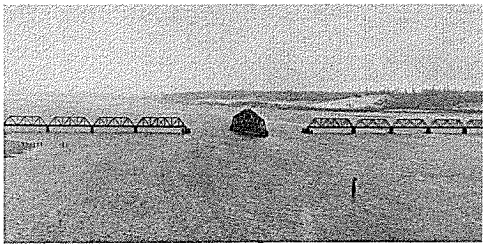
Concrete houses and instrument cases for the CTC system were wired in SP's system signal shop at Houston under the direction of Signal Engineer C. C. Billingslea, with field work being done by San Antonio Division signal forces under supervision of A. J. Reagan, supervisor of signal construction. The completed installation has some 500,000 conductor feet of wire and cable.

Officers Re-elected To Conference Board

B. S. SINES, executive vice president, T&NO, has been re-elected a board member of the National Industrial Conference Board.

Also re-elected as a board member was Gardiner Symonds, chairman of the board and president of Tennessee Gas Transmission Company, Houston, and a director of Southern Pacific Company.

The board is an independent and nonprofit institution for business and industrial fact finding through scientific research. It serves as a source of facts and figures bearing on all aspects of economic life and business operation. The board is supported by more than 3,700 subscribing associates including individuals as well as businesses.



OPEN NORTH BEND DRAWBRIDGE LOOKS LIKE SHIP ENTERING COOS BAY

Drawbridge Tenders:

They Earn Their Living Suspended Above Water

HIGH IN THE control tower Eric Berg looked down on a sea of fog. Around him were the steel girders of the bridge; below, the twin rails extending north and south until they faded into a ghostly wall of mist.

He was alone in a world of silence—silence broken only by the hoarse bellow of an invisible foghorn, and again shattered by the cry of a gray gull perched on a crossbeam waiting impatiently for the bridge tender to open his lunch pail.

Eric Berg is a drawbridge tender leverman. His duties are to operate the machinery for opening and closing the North Bend drawbridge which spans an arm of Coos Bay in Oregon.

Twenty-five miles to the north Ludwig Bachmier holds a similar assignment on the Reedsport drawbridge which carries rail traffic across the Umpqua River.

The North Bend bridge, completed in 1916, has an over-all length of slightly less than one half mile. The swing span, eighty feet above the water, is 458 feet long and weighs almost a thousand tons. It is powered by an 80 horsepower gasoline engine which takes about four minutes to open the span, leaving two 198 foot channels for water traffic. An interlocking signal system governs the approach of trains to the bridge.

The Reedsport bridge, also completed in 1916, has an over-all length of 1500 feet, and the swing span measures 348 feet.

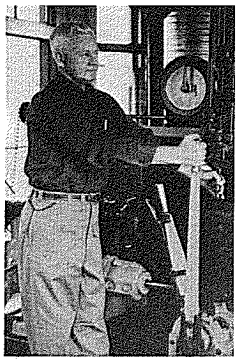
To jockey one of these steel monsters into position requires skill, judgment, timing, a quick mind and a sensitive hand. Be the day calm and clear, the work may be routine, but on far too many days such ideal conditions do not prevail, for Oregon's coastal weather is as temperamental as a prima donna.

Take the North Bend bridge in mid-winter with a southwest storm raging. From that direction the structure is exposed to an expanse of open water, and beyond that a mile or more of flatland. These bridges were built before much progress had been made in the study of aerodynamics, and their many flat surfaces make them as susceptible to wind as a swinging barndoor. When the instruments at the nearby airport record gales of 100 miles per hour it's a tricky job to maneuver one of these giants to the exact inch required to make contact with the stationary rails.



Across the bay you see the stationary rails which connect with bridge rails when span is closed.

ERIC BERG



There is a drawbridge helper on each shift who serves as the eyes and ears of the operator. The control house is located at the center of the span where it is difficult for the leverman to see and know what is going on at the far end. He must depend largely on signals from his helper to tell him when to slow and stop the swing.

Dean of the levermen is Eric Berg, who has worked on the bridges, mostly the North Bend bridge, for 42 years.

He recalls that night in March 1925 when the steamer *Martha Buehner*, feeling her way through



STEAMSHIP PASSES THROUGH OPEN SPAN OF NORTH BEND BRIDGE.

a peasoup fog, missed the channel entirely and nosed under a stationary portion of the bridge. A sudden upsurge of tide brought the ship deck up under the bridge span, lifting it neatly off its mountings and dropping it in the murky waters of the bay. This resulted in the longest interruption to rail traffic in the history of the bridge, but there have been many other close shaves with minor damage.

Eric also tells of the time when one of his helpers (there were two on each trick at that time) fell from the bridge on a dark, stormy night. Miraculously a train appeared, and its headlight illuminated the water sufficiently for Berg and the other helper to launch a boat and rescue the already unconscious man.

Ludwig Bachmeier, head leverman on the Reedsport Bridge, has also had some exciting moments while in bridge service, the most unusual of which occurred during a severe storm when lightning struck the drawspan. A fireball about sixteen inches in diameter came through the window, rolled across the desk within inches of the operator, fell to the floor, rolled toward the machinery and disappeared, leaving only the odd smell of burnt ozone.

—By Howard Bailey, Portland Division Reporter.

Gene Melton, PMT terminal supervisor at El Paso, has been elected to the board of directors of the SP Club of El Paso. He will serve as chairman of the committee in charge of the city-wide Soap Box Derby, which is sponsored by the SP Club this year.

Promotions Announced In SP Law Department

GEORGE L. BULAND, vice president and general counsel at San Francisco, announced a number of promotions in the Law Department last month.

Robert L. Pierce and Charles W. Burkett, Jr., formerly general attorneys, were named assistant general counsel.

Alan C. Furth, formerly assistant to general counsel, was also appointed an assistant general counsel, and Herbert A. Waterman, formerly an assistant general attorney, was named general attorney.



R. L. PIERCE A. C. FURTH

C. W. BURKETT H. A. WATERMAN

Pierce, a graduate of University of Michigan Law School, joined Southern Pacific as an attorney at Washington, D. C., in 1945. Later that year he transferred to San Francisco. He was named assistant to general counsel in 1948 and general attorney in 1953. Before joining SP, Pierce had served with the US Treasury Department, the Railroad Retirement Board and the US Attorney General's Office, all in Washington, D. C.

Burkett received his law degree from Stanford University in 1939. After conducting a private law practice in San Francisco and Oakland, he joined the SP Law Department as an attorney in 1944. He was named assistant general attorney in 1953 and general attorney in 1956.

Furth, a 1949 graduate of the University of California Law School, has been with Southern Pacific since 1950. He was appointed assistant to general counsel in 1957. Last year he attended the Advance Management Program at Harvard Graduate School of Business Administration in Boston.

Waterman, also a graduate of the University of California Law School, joined the SP Law Department in 1951. He was named assistant general attorney last year.

L. A. Brockwell Retires; Miller Succeeds At Houston



L. A. BROCKWELL

L. A. BROCKWELL, general traffic manager for Southern Pacific Lines in Texas and Louisiana, retired at Houston April 30 after 48 years of service.

Named to succeed him was Geo. E. Miller, formerly traffic manager at Houston.

One of the country's best known railroad freight traffic officers, Brockwell has held top freight traffic positions with SP at Portland, San Francisco, New York, Houston.

Brockwell is a director of the Texas and New Orleans Railroad and of the Southern Pacific Transport Company.

Miller joined SP in 1924 as clerk in the General Freight Office at San Francisco. He advanced through various Freight Traffic Department positions in Sacramento, Fresno, Redding, San Francisco, New York City and was named freight traffic manager at Houston last year.

Other Promotions

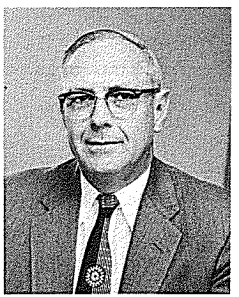
Additional personnel changes in Texas and Louisiana include the following, effective May 1:

G. E. Scholibo, manager of industrial development; and **Joseph Spear,** assistant traffic manager, Houston; both to assistant general traffic managers.

Henry H. Best, assistant traffic manager, Houston, to traffic manager—rates and divisions.

R. A. Cooper, assistant traffic manager, Central District, Houston, to traffic manager, Central District, Houston.

G. E. MILLER



C. W. Murrell, assistant to traffic manager, Houston, to manager of industrial development.

E. L. Bourg, district freight and passenger agent, Houston, to special assistant.

H. G. Oliver, district freight and passenger agent, San Antonio, to district freight and passenger agent, Houston.

W. W. Guinn, district freight and passenger agent, Beaumont, Texas, to district freight and passenger agent, San Antonio.

Merle Kelly, traveling freight and passenger agent, to DF-PA, Beaumont.

C. E. Ward Moves Up; Other Changes Follow

C. E. WARD, freight traffic manager, Chicago, has been appointed assistant general traffic manager, with offices in New York City and Chicago, a newly created position.

With SP since 1936, he advanced through Freight Traffic Department positions in San Jose, Salinas, Fresno, San Francisco and Houston before going to Chicago as freight traffic manager in 1956.

Other changes in off-line agencies, effective May 1, include:

P. E. Carneck, freight traffic manager, New York, to traffic manager in charge of midwestern territory, with headquarters in Chicago.

F. M. Lally, general eastern freight agent, New York, to traffic manager in charge of eastern territory, with headquarters in New York City.



C. E. WARD

J. J. Harr, assistant to general traffic manager, Chicago, to assistant traffic manager, New York City.

G. E. Maccubbin, general agent, Freight Department, New York City, to assistant to general traffic manager, Chicago.

Joel Newman, passenger traffic—public relations manager, New York City, to general eastern agent in charge of the New York District.

G. V. McArt, asst. passenger traffic—public relations manager, New York City; **J. D. Howard** and **R. E. Wynkoop,** both assistant general agents, Freight Traffic Department, New York City; all three to assistant general eastern agents, New York City.

J. G. Rausch, assistant to freight traffic manager, New York City, to assistant to traffic manager, New York City.

Foods of Old Mexico

From Small Café to Thriving Plant Is Success Story of George Ashley

IN 1931 GEORGE ASHLEY opened a small café in El Paso, Texas. His first day in business netted him a grand total of $3.45.

Today, Ashley's Inc. is one of the largest manufacturers of Mexican food in the United States. Southern Pacific serves this modern plant where the tangy-flavored foods are processed and shipped to all parts of the world.

The growth of Ashley's is a true American success story. George was born in San Antonio, Texas, in 1898. When he was two years old the family moved to El Paso, where his father went to work for Southern Pacific.

When George was 17 he married Jennie Tyra, moved to Tucson and joined SP as a fireman. During World War I the young couple moved back to El Paso.

In 1931 George left Southern Pacific and opened the little café near the old SP yards in El Paso.

His wife asked him to let her use a table in the café to sell homemade Mexican food to take out. Her wish was quickly granted and she and her sister began to display the foods.

This Mexican food was a sideline and the selling of it was a slow process. But George believed that once the public sampled the delicious tamales, enchiladas, and other tasty Mexican products they would come back for more.



George Ashley (left) and Fred Bunsen, general freight and passenger agent at El Paso, are life-long friends.

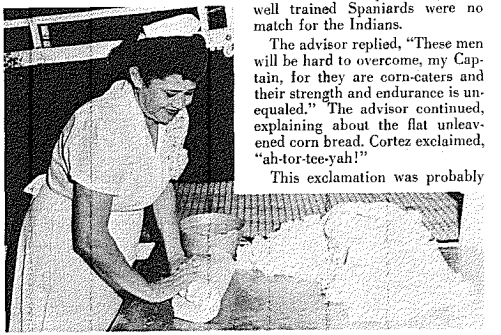
To attract customers, he purchased a second-hand electric fan which he set up to blow the tantalizing aroma of the Mexican foods out into the street. It worked. Passers-by couldn't resist following their noses into the café.

Army and Air Force personnel stationed at nearby Fort Bliss and Biggs Field were favorite customers. When they were transferred to other bases many of them wrote back to Ashley and asked him to send them "some of that wonderful Mexican food."

In 1938, when the orders really began to roll in, George decided to experiment with a thousand cans of the food. A small canning plant was set up and a hand sealer became his first piece of machinery. The Ashley staff consisted of George, his wife and three children, Mrs. Ashley's sister and a dishwasher. The first year of production found the small group canning tortillas and enchiladas.

A few years later Ashley bought five acres of land on what was then the outskirts of El Paso. Here he constructed one of El Paso's industrial showplaces. On the grounds, in addition to the manufacturing plant, are a Mexican restaurant, a giant barbecue and a dance pavilion bordered with flowers and graceful weeping willow trees. Poolside tables with colored lights scattered overhead make Ashley's a favorite outdoor dining spot on warm summer evenings.

The corn meal dough is kneaded by hand before it is made into tortillas.



The Ashley staff now numbers between 60 and 500, depending on the season. Besides tortillas and enchiladas, products processed include Mexican rice, chicken breasts, chiles and a variety of beans and sauces. Ashley foods are easily identified by the colorfully costumed dancing girl which appears on the labels.

One of the most popular items made at the plant is the tortilla, which is considered the national bread of Mexico.

According to legend the tortilla was named by Cortez, who conquered Mexico in 1519-21. The story goes that during one of the battles between the Spaniards and the Aztecs, the great conquistador realized that he was losing the fight for Mexico City. He called his advisor to explain why such well trained Spaniards were no match for the Indians.

The advisor replied, "These men will be hard to overcome, my Captain, for they are corn-caters and their strength and endurance is unequaled." The advisor continued, explaining about the flat unleavened corn bread. Cortez exclaimed, "ah-tor-tee-yah!"

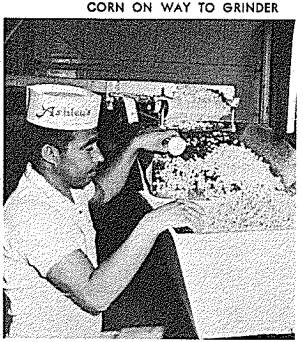
This exclamation was probably

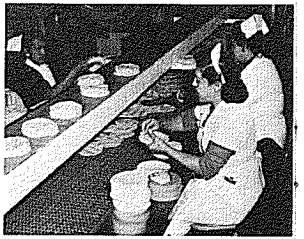
the name of some type of Spanish bread. But whatever it was, from that day on the name "tortilla" has been used for the flat corn cakes which are a basic part of the Mexican diet.

In Mexico the bread varies in thickness from somewhat less than a hot cake to an almost paper thinness. In many parts of Mexico making the tortillas still involves the slow, tedious method of grinding the corn, then shaping the thin round cakes carefully by hand.

At Ashley's the process is much different. SP delivers box cars of top grade white corn to the Ashley plant. The corn then goes through a cleaner which removes any foreign particles. It is cooked in steam jacketed kettles until when tested it is found to be "muy listo" (very ready) by a Mexican, who

CORN ON WAY TO GRINDER





COUNTING, PACKING TORTILLAS

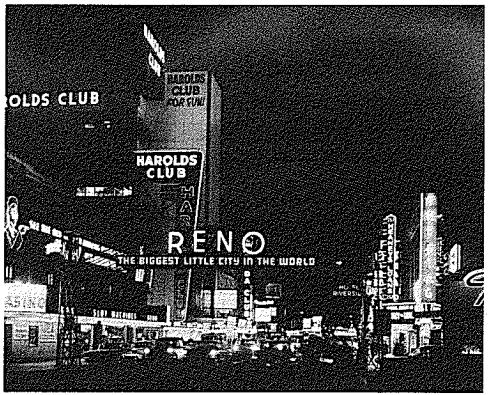
is "keeper of the kettles." He tastes the corn by slipping the skin from a kernel and biting into it.

The corn is machine-ground and a small amount of water is added to make a dough-like substance. The dough is hand-kneaded by Mexican women until it is just the right consistency. It is then fed into a machine which rolls out the dough, cuts the round tortillas and cooks them.

When making enchiladas the tortillas are cut square instead of round and the fillings of cheese, beef or chicken are rolled inside the Mexican bread. They are then deep fried, hand-packed into cans and covered with enchilada sauce.

In processing all of their products, the Ashley family tries to use modern assembly line methods, but not if it means sacrificing true Mexican flavor. Located as they are, in the very shadow of Old Mexico, they put to work the ageless food secrets inspired by the imagination and ingenuity of a colorful and ancient people.

Ninth of a Series: Cities Served by SP



Reno, Gateway to the Sierra

RENO IS ONE boom town that struck it rich but didn't strike out. Toward the end of the 19th century when the silver bonanza diminished and Nevada's population began to decline, Reno settled down to the serious business of becoming a stable city.

Today Reno is widely known as the "Biggest Little City in the World." From her very beginning she has been a fascinating town.

Let's go back a few years.

In 1863 a gentleman named M. C. Lake purchased a toll bridge on the south bank of the Truckee River and set up a trading post.

For six years, Lake had the area that is now Reno all to himself. Then the Central Pacific Railroad (forerunner of Southern Pacific) pushed its way over the Sierra Nevada and landed its end-of-the-tracks camp across the river from Lake's trading post.

A public auction of real estate, conducted by an agent of the railroad, aroused all the enthusiasm of a gold strike. Buyers arrived the day before the sale and camped all night on the ground. The first lot brought $600. Two hundred



Virginia Street in Reno during the early 1870's, a few years after the original townsite was staked out by civil engineers of the pioneer Central Pacific Railroad. Reno is but one of many present-day western cities that were founded by the railroad.

lots were sold that day. Within a month 100 houses sprang up and Reno's initial building boom was on its way. By 1871 the town was able to gain the Washoe County seat from Washoe City.

Southern Pacific and Central Pacific have figured prominently in the development of Reno. The town was named by Charles Crocker (one of CP's "Big Four" who took town naming as his favorite chore) in honor of General Jesse Lee Reno, a Union officer of the Civil War.

Today there are two sides to the city of Reno. One is the bright lights, the lovely chorus girls and dazzling gambling casinos. Her other side is much like any other city, an attractive quiet residential area, with modern shopping centers and a growing industrial section.

Gambling in Nevada is a business, open and legalized, rigidly controlled by the state. Behind all its rich facade, gambling operates on sound business principles. It owes its existence to a tradition of liberal attitudes by the people of Nevada. From territorial days, gambling had flourished in this frontier state with few problems. No town was complete without its casinos, and the faro dealer was an integral part of the Nevada scene.

Today millions of tourists from all parts of the United States and many foreign countries trek to Reno each year. They come to visit the casinos and the luxury hotels and to see the biggest names in the entertainment world.

Surrounded as it is by mountains and desert, Reno is the center of a vast recreational area appealing to those who love nature and the thrill of outdoor sports. Nearby ghost towns attract scores of visitors who enjoy exploring the past.

The city is a top winter sports center. During the Winter Olympic Games, held earlier this year, she served as host city to winter sports enthusiasts from throughout the world.

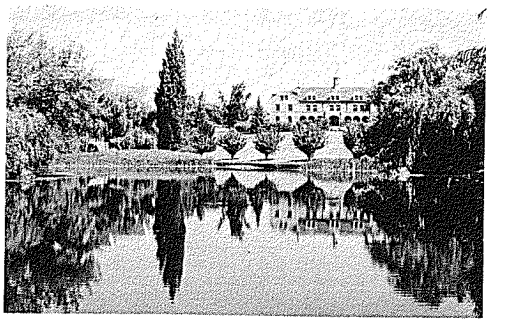
Since the days when nearby Virginia City mines were booming, and a stream of wagons carrying food and supplies passed through the city, Reno has been a principal trading center and distribution point at the gateway to the Pacific coast.

At present, Nevada's unique free port law is attracting a substantial warehousing industry, which is centered in the Reno area. These laws, which exempt warehoused goods from state property taxes, have encouraged many firms to make Reno an advance headquarters from where products can be distributed promptly to western markets.

SP has spurred Reno's reputation as a distribution point with the establishment of an extensive transloading service. Here goods bound for various west coast points can be unloaded from the car which brought them this far, and be placed in separate cars headed for various final destinations. By doing so, the shipper is able to ship by carload rates, and still reach a number of points in the fastest, most direct method.

There is no doubt that Reno stands on the brink of some of her most exciting years, and that the next decade will see tremendous growth in her industry, her population and her commerce. Southern Pacific looks forward to furnishing the transportation so vital to that growth.

CAMPUS OF UNIVERSITY OF NEVADA IS NOTED FOR ITS PASTORAL BEAUTY



Albertson Named To New Post in SF; Edwards to Houston

J. N. ALBERTSON, former assistant superintendent of communications at Houston, has been appointed to the newly created position of assistant general superintendent of communications—system, with headquarters in San Francisco.

Named to succeed him in Houston was R. R. Edwards, former communications equipment engineer at San Francisco.

Albertson joined Southern Pacific as communications engineer at Houston in 1951. Prior to that time he worked for the New Haven and Milwaukee Railroads.

He received his degree in electrical engineering from New Haven College in 1938.

While with the New Haven he was responsible for installation of considerable carrier, telephone and teleprinter equipment in connection with the early use of the mechanized car reporting system. Also, working jointly with Westinghouse engineers, he was instrumental in development of some of the early radio gear for front to rear train communication in the 30 megacycles band.

Edwards started with SP in 1945 as a lineman in the Communications department at San Francisco. He served as assistant telephone and telegraph engineer and later as telephone and telegraph engineer prior to his promotion to communications equipment engineer.



EDWARDS ALBERTSON

Oscar Gutsch Retires; H. E. Carter Succeeds

OSCAR H. GUTSCH, master mechanic, Rio Grande Division, ended a long and colorful railroad career when he retired on March 31.

He started as a machinist-handyman with the El Paso & Southwestern in 1912. In 1922, after returning from military service, he became a machinist for the EP& SW. He was named foreman machinist on SP's Rio Grande Division in 1928 and, after serving in various supervisory positions in the El Paso General Shops, was appointed superintendent of the shops in 1945. He had been master mechanic since 1954.

Named to succeed Gutsch was H. E. Carter, formerly master mechanic, Tucson Division, who will have jurisdiction over Mechanical Department operations on both the Tucson and Rio Grande Divisions.

J. J. Rogers Retires From PFE at Houston After Long Career

J. J. ROGERS, general superintendent of Pacific Fruit Express Company in Texas and Louisiana, ended a 55-year railroading career when he retired at Houston April 30.

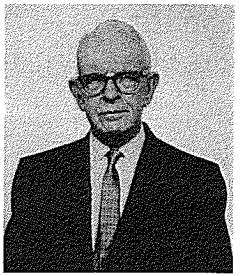
Rogers started with the Galveston, Houston & Henderson Railroad as an office boy at Houston in 1905. He joined PFE as an agent at Houston in 1917 after working for SP affiliated companies for ten years. He held positions of chief clerk, assistant to superintendent, and superintendent prior to taking over his present assignment in 1953.

Rogers has watched PFE grow from a small organization to the world's largest privately owned refrigerator car line with a fleet of more than 29,000 cars.

When asked what was the most unusual shipment handled in his territory he named two—a car of live bees and a carload of oysters in the shell.

"We loaded the bee hives into the refrigerator car at Uvalde, Texas and lowered the temperature," Rogers said. The shipment moved to Colorado and the bees were too busy trying to keep warm to give us any trouble."

The carload of live oysters was shipped from Port Lavaca, Texas, to California where they were transplanted on an experimental basis.



J. J. ROGERS

Ogden PFE Employes Win Safety Awards

For the third consecutive year car service and operating employes of Pacific Fruit Express, Central-Union Pacific District, completed a year of operation without a reportable injury.

Also chalking up a top safety record were employes of PFE's Ogden office, who worked a total of 169,608 man hours last year without a mishap.

At recent ceremonies honoring the PFE men and women, O. I. Larsen, PFE assistant general manager from Omaha, presented safety awards to 152 employes at Ogden.

Noting the many safety award plaques won by PFE employes there throughout the years, Larsen pointed out "the real dividends of these fine safety records are paid in the form of continued health and activity."

Incentive Rate Program Is Boon to Shippers and to Us

AN IMPORTANT DEVELOPMENT in the field of railroad economy during the past few years has been the heavier loading of freight cars. This was brought about by the establishment of incentive rate programs.

Basically, the "incentive rate" means simply any kind of rate that encourages the shipper to fill up the car. It offers the shipper the benefit of railroad's inherent capability to move large tonnage at a low per mile cost.

Moving a heavy load involves little more handling or operating costs than moving a light load, relatively speaking. This means that rates can be made lower per 100 pounds on the heavy load and still provide an increased revenue and more profit per carload.

Products covered in the incentive rate program include lumber, perishables, canned goods, sugar beets, machinery, paint, candy, roofing, cement, rock, sand and gravel and other commodities.

As a good example of how the program is set up, E. J. Larson, general freight traffic manager, points out the case of lumber shipments from northern California, Oregon and Washington to Arizona and points in California. "Rates in this territory," he says, "had been made over past years to meet water carrier and truck competition. They were based mostly on minimum weights of 34,000, 38,000 or 50,000 pounds.

The rates had gone up with general freight increases to the point where practically all of the business had dwindled away to the water carriers and to private and contract trucking.

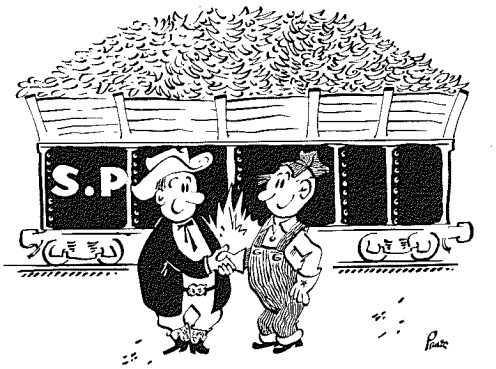
Between 1948 and 1957 annual lumber and lumber products shipments from Oregon to California fell from 57,609 cars to 19,311; in the first half of 1958 SP handled 30 per cent less lumber tonnage than during the same period of 1957. The picture from northern to southern California was worse.

Lower Rates

"We concluded the only way to get back into this business was to make rates low enough to attract this traffic back from trucks and to get as much as possible back from water lines," Larson says.

To lower rates and still realize a profit SP raised the starting minimum weight to 40,000 pounds, with further reductions on heavier minimum loads of 60,000 and 70,000 pounds.

These incentive rates went into effect December 1958, and during the year 1959 we handled over 61,000 cars, under incentive rates, reflecting 53 per cent increase over the same period of the previous year. The average load prior to the publication of these incentive



rates was approximately 66,000 pounds and since their establishment, the lumber moving where these incentive rates were available has averaged around 83,000 pounds per car.

Sugar Beets

"Another example of lower rates for heavier car loadings was in the movement of sugar beets," Larson points out. "Last year this presented a serious problem. Growers were faced with a pending general freight rate increase. Refineries couldn't pay more for sugar beets because foreign competition prevented them from increasing sugar prices.

"We couldn't afford to reduce rates at the prevailing minimum weight of 80,000 pounds, nor could we afford to pass up the general freight increases. Our cost figures just would not support it," Larson explains.

Working with the sugar beet people, SP set up a program for reductions varying from ¼¢ to 1½¢ per 100 pounds, depending on distances, at a minimum weight of 130,000 pounds per car. To do this we had to build up the sides of 1,014 gondolas by 48 inches at a cost to us of about $1,000 per car.

The sugar beet people took care of the cost of changing their loading facilities to accommodate the higher sided gondolas.

As a result of the car remodeling and the incentive rates, last year sugar beet shippers loaded 11 per cent greater tonnage on our lines than in 1958, but their freight costs were less and our return on the business was higher because they used 25% fewer cars.

Arenth Tells Plywood Group How We Meet Shippers' Needs

"A FOUR-PRONGED offensive is keeping Southern Pacific abreast of the freight car needs of its shippers," Victor Arenth, freight traffic manager, Los Angeles, told members of the National Plywood Distributors Association meeting in Los Angeles recently.

The car supply is adequate, he said, because SP is buying new cars, building them bigger and better, keeping them in good repair and moving them faster over the railroad.

SP's freight car fleet, said Arenth, now totals more than 80,000 cars, shows a 50 per cent increase in boxcars over the past decade and includes the West's largest supply of wide-door cars. The new cars are built for heavier loads and have many freight protection improvements.

"SP's record of keeping its cars in good running order is among the best in the country," he continued, citing a "bad order" ratio of approximately two per cent compared to a national average of around five per cent. Also, 105 new diesel locomotives bought last year, more Centralized Traffic Control trackage and extensive yard modernization have helped SP to make marked reductions in freight schedules.

Because new freight cars are several times more costly than the cars they replace, Arenth said, railroads ask that the government adopt more realistic depreciation schedules—reducing the life of depreciable rail property from the present average of 40 years to a maximum of 15 years for cars and locomotives and 20 years for other property.

"We don't think this is asking too much," he commented. "The depreciation life of airliners is only five years, busses seven years and trucks eight years."

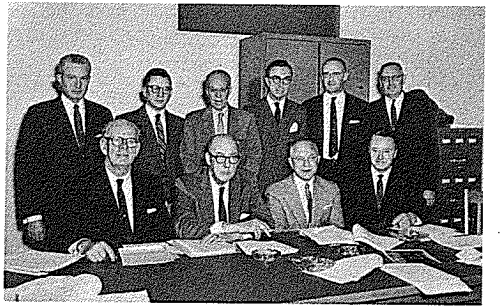
Similar presentations were given recently by Freight Traffic Managers P. E. Carneck at New York City and Birmingham, and by C. E. Ward at Chicago.

H. B. Sturman Retires After 48 Years' Service

H. B. STURMAN, auditor of miscellaneous accounts at Houston, retired after 48 years in the railroad industry.

Forty years of Sturman's career were with Southern Pacific. He had been in charge of the Houston Miscellaneous Accounts Department since 1945, and prior to that, held positions of special accountant and head clerk in the department.

He started railroading as a clerk with the Atlantic Coast Line in 1912, and worked for railroads in Georgia and Florida before joining the San Antonio and Aransas Pass Railroad (now part of SP) at San Antonio in 1920.



Directors of the Employes Mutual Benefit Assn. include (seated, l-r) S. M. Houston, incoming president; R. E. Wedekind, outgoing president; P. M. Chaimov, Charles Ahern; (standing) W. F. McGowan, A. C. Furth, A. L. Wilson, J. B. Reid, R. W. Humphrey, and G. W. Klee. Not shown are R. E. Marks and H. M. Williamson.

Houston Elected President Of EMBA At Annual Meeting

S. M. HOUSTON, general superintendent, Mechanical Department, was elected president of the Employes' Mutual Benefit Association at its 80th annual meeting in San Francisco recently. He succeeds R. E. Wedekind, general attorney, outgoing president.

P. M. Chaimov and R. W. Humphrey were elected first and second vice presidents.

Appointed to the board of directors to fill the vacancies left by the resignation of C. J. Astrue, H. J. Carroll, P. J. Kendall and R. E. Wedekind were Alan Furth, G. W. Klee, John B. Reid and H. M. Williamson.

Since its organization in 1880, the Employes' Mutual Benefit Association has paid $6,867,200 to the survivors of deceased members. During 1959 beneficiaries of 200 deceased members received a total of $282,000.

The directors announced that life insurance applicants may apply for amounts as high as $5,000. Minimum age of eligibility for applicants is 55.

How to Win Friends And Influence Co-eds

One evening recently three San Jose State College co-eds approached Conductor Roy Lawson on the ramp at San Jose and asked if they could see one of the double decker cars used in commute service.

Lawson explained that at that hour all such cars at San Jose were on tracks used for storage and were not accessible for viewing.

Then Salesman Lawson explained that the best way for the girls to see the double deck cars would be to make the trip with him to San Francisco and then ride back to San Jose on Train 106 in a double deck car.

This appealed to the girls. They bought tickets and rode with Lawson to the city and back, enjoying the sights along the way.

When the train returned to San Jose the grateful girls handed Lawson a napkin upon which they had written a poem entitled, "Our Conductor Friend."

The last verse ran:

We won't ever forget
This fun-filled night
Candy bars, train rides
And the like —
Our conductor friend
We thank you

Lawson, himself a grandfather of six children, proved himself an excellent public relations man for Southern Pacific.

CONDUCTOR LAWSON



SP Advertisement Among Top Hundred

In the second revised edition of THE 100 GREATEST ADVERTISEMENTS, published by Dover Publications, Inc., of New York City, an advertisement of Southern Pacific's is listed among the top hundred.

The advertisement, entitled, "A Short Course In Railroading . . . for Airline Executives" was intended to be a good natured rebuke to several airlines which were at that time (1946) stating that air travel was cheaper than train travel.

The advertisement apparently accomplished its purpose, for shortly after it appeared comparative advertising by the airlines ceased.

The copy for the ad was written by F. Q. Tredway, then the general advertising manager of SP.

SP Crewmen to Preview Movie They Helped Make

The world premiére of Walt Disney's latest motion picture, "Pollyanna," is scheduled for May 18 at the Fox Theatre in San Francisco.

Special guests at the showing will be five Southern Pacific gentlemen who participated in the making of the movie. They were the crewmen who operated old-time train equipment at our station at St. Helena, California, for several scenes of the picture, which was filmed last summer.

Participants in the movie-making venture were Conductor G. Hall, Engineer E. H. Dupont, Fireman W. E. Nofz, and Brakemen J. D. Troutman and F. A. Scholz.

Stars of "Pollyanna" include Jane Wyman, Karl Malden, Richard Egan, Agnes Moorehead, Adolph Menjou and others.

Two youngsters make their U.S. film debut in this one. They are Hayley Mills (who plays the title role) and Kevin Corcoran. The word is, they're destined for stardom.

Review of the Damage Prevention Slogan Contest reveals that there were not one but two winning entries submitted. The slogan, "Do Your Share — Handle With Care" was sent in not only by Dianne Roberts, but also by Fireman Sidney Golding of San Francisco. He has been awarded a duplicate prize of $25, same as that received by Dianne in the 1960 contest, sponsored by Specialized Operations.

Steve Perry

They Won't Forget Him

Many of you will remember a story we had in our October, 1957, issue about Steve Perry. He was an 11-year-old boy with muscular dystrophy and he lived along our main track south of Paso Robles, California.

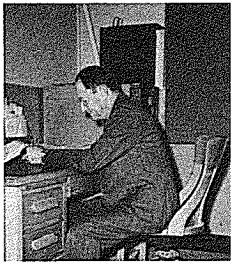
All the train crews along that stretch of rail knew him by sight; he rarely missed waving. One memorable weekend he and his family went to Disneyland aboard the Coast Daylight, courtesy of more than 150 SP people who took up a collection for the purpose.

In the years since then, Steve continued to be friends with the trainmen, waving cheerfully to them whenever he was well enough to be outdoors. Some nights, crewmen spotted a flickering light coming from his bedroom and they knew he was signaling them with his flashlight.

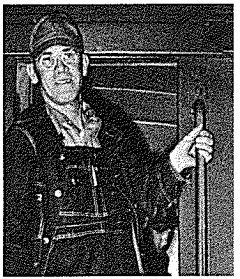
On April 12, Bernard Skagfjord, roundhouse foreman at San Jose, one of the originators of the Steve Perry Disneyland Fund in 1957, stopped by the *Bulletin* office.

"Just thought you'd want to know," he said. "Stevie passed away last Sunday." He was silent for a moment and then added, "A lot of us guys are going to miss him."

Recent Retirees



KARL W. BOOS, Western Division water service foreman, is shown on his last day of work ending 43 years' service with SP.



F. M. CREASON, engineer, Shasta Division, retired after 47 years of accident-free service with Southern Pacific.

THREE SALT LAKE DIVISION MEN retired recently. They were (left to right) O. S. Young, road foreman of engines, 39 years' service; E. A. Broadbent, engineer, 43 years' service, and J. A. Malberg, engineer, 39 years' service.

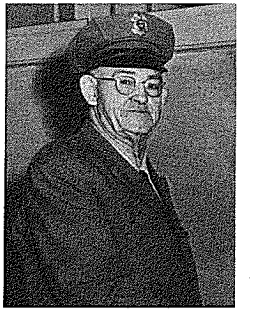




THREE WESTERN DIVISION MEN retired recently. They are, left to right, Manuel Peters, mail foreman, with 37 years' service; Roy J. Haven, engineer, with 41 years' service and Tony Flaherty, section foreman, who completed 45 years' service.

LOIS BONNEY, head comptometer operator, El Paso, ended a 49-year career with SP when she retired recently.





RETIRING recently after 40 years' service with Southern Pacific was Benjamin Simpson, patrolman, Sacramento Division.



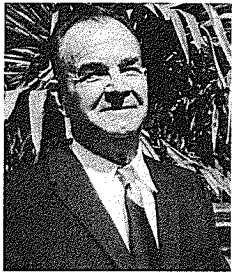
CHARLES BRADLEY, roundhouse foreman at Watsonville Junction, retired after 48 years. Shown with him at a festive testimonial dinner given by many of his friends is his wife.



CLAUDE CLINE, right, yardmaster, Portland Division, retired after 40 years' service. Shown congratulating him is Assistant Superintendent B. W. Bishop.

E. L. McDONALD (fourth from left, rear row), switchman at Sacramento, retired after a long railroading career and was honored at a testimonial dinner co-sponsored by SP employes and American Legion Post 392. The Post presented him with a Life Membership in the American Legion for his years of work on its behalf.





TUCSON DIVISION Engineer Arthur L. Mills, Sr., retired to end a 47-year career with Southern Pacific.



FORTY-ONE YEARS of service were completed by Anna M. Puelle, secretary to master mechanic, Tucson Division, when she retired.

HARRY GARBEN, chief clerk, forest products, Freight Traffic Department, San Francisco, retired recently after 46 years' service with Southern Pacific.



F. B. "PHIL" PHILLIPS, special accountant, Pacific Fruit Express, San Francisco, retired last month after 40 years' service. On hand to offer congratulations was Auditor J. O'Connor, left.

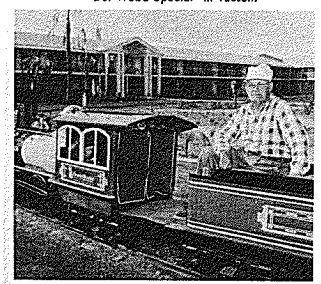




NEWLY ELECTED officers of the Southern Pacific Club at El Paso are, standing (left to right), Brannan Hunt, Ed Cordell and Harold Hixon. Seated are President John Ferrell and Martha Lara.

SP Men Build Track for Small Train

Retired SP Engineer Maynard L. Flood serves as one of the engineers on the new "Del Webb Special" in Tucson.



A novel feature of the new Del Webb Hiway House Motor Hotel in Tucson is a miniature train which rambles through the patio, carrying passengers and luggage to various motel rooms.

The diesel-powered train is piloted by retired SP Engineers Maynard Flood, Charles Stevenson and Roy Williams.

The track, approximately 2,000 feet in length, was laid by Extra Gang Foreman B. L. York and several other employes during their off-duty hours. Track is constructed of 16-pound rail laid on 4x4x30″ cross ties, gauged to 16 inches and ballasted with river-run gravel.

S. C. Humer Retires After 54-year Career

SAMUEL HUMER has retired from Pacific Electric Railway as an electrician after chalking up 54 years of service on the railroad's seniority books. Odd thing is, PE—in its present corporate form—is only 49 years old. This means that Humer had already had five years' seniority even before the present day company was formed in 1911.



SAMUEL HUMER

Humer untangles the facts by pointing out that he began his railroading career with the Los Angeles & Redondo Railway back in 1906 when he was only 15 years old. Five years later when Southern Pacific's just-formed subsidiary, Pacific Electric, purchased the Los Angeles-Redondo line, Humer's seniority with the predecessor company was continued, giving him a five year head start on the railroad.

BEST WISHES

Marriages

Married: **Joanne Pierce,** ink clerk, San Joaquin Division, to **William Giles,** asst. Trainmaster, Coast Division; **R. C. Hickerson,** signal supervisor, Shasta Division, to **Lou Poole,** clerk, Master Mechanic's Office, Rio Grande Division; **R. M. Dennis,** draftsman, Engineering Department, Western Division, to Eleanor Pezoldt; **Jeanne Thompson,** rate and revising clerk, Central Acc. Bureau, Pacific Electric, to Floyd Fife; **Teresa Bernal,** receptionist, Hospital Association, Pacific Electric, to Irving Kessler.

CIGARS, CANDY

Births in Our SP Families

Sons to: **Guy Foster,** file clerk, San Joaquin Division; **V. Petricevich,** water service helper, Western Division; **C. H. Johnson,** conductor, **James Thomas,** Communications Department, **William Masters,** train dispatcher, and **C. A. Hughes,** Engineering Department, and his wife, **Phyllis,** stenographer, all of the Shasta Division; **R. O. Coltrin,** asst. superintendent, Tucson Division; **Jean Quackenbush,** combination clerk, PMT, Portland.

Daughters to: **Andrew Anderson,** asst. general public relations manager, San Francisco; **Robert Gunderson,** cost analyst, Engineering Department, Western Division; **Fred Brauer, Jr.,** draftsman, Mechanical Department, San Francisco; **Wendall Martin,** file clerk, San Joaquin Division; **Roy Colbert,** gas pump operator, PMT, Tucson; **John Deering,** combination clerk, PMT, Portland; **Jim Cunningham,** driver, PMT, Phoenix; **Bob Sederholm,** advertising assistant, San Francisco.

THANKS TO YOU!

Deserving Happy Retirement

COAST DIVISION: **Frank Bradberry,** crossing watchman; **Charles Bradley,** roundhouse foreman; **Ernest Childs,** hostler; **David Davis,** switchman; **James Dougall,** machinist; **James Duceshi,** engineer; **Joseph Griffiths,** switchman; **Clarence Herman,** conductor; **Frank Kosko,** clerk; **James Lipanovich,** carman; **Lorenzo Lucchesi,** carman; **Norbert Mihelitch,** agent-telegrapher; **Refugio Sonora,** laborer; **Bill S. Spirou,** machinist; **Peter Steffan,** carman; **Chris Adams,** car inspector; **Antone Balcom,** crossing watchman.

LOS ANGELES DIVISION: **Clarence Blevins,** machinist; **Henry Bradley,** machinist; **Miller Christie,** clerk; **Roy Chumbley,** telegrapher; **Charles Finney,** car inspector; **Harvey Gen-**

try, pipefitter; **Aubrey Harrison,** clerk; **Lee Kesler,** clerk; **Carroll Lewis, Sr.,** electrician; **Wendell Morton,** electrical supervisor; **Herbert Shepard,** switchman; **Ygnacio Sequeiros,** laborer; **George VanDeventer,** crossing watchman; **George Vancss,** switchman; **William Whitehead,** crossing watchman; **John Wise,** switchman; **Herschel Young,** B&B carpenter.

PORTLAND DIVISION: **John DeWitt,** boilermaker; **Ralph Fegley,** chief clerk; **Louie Klinge,** B&B foreman; **Charles Montgomery,** B&B carpenter; **Orel Mustoe,** conductor; **Walter Simmons,** boilermaker.

RIO GRANDE DIVISION: **Preston Bailey,** brakeman; **Manuel Carrasco,** laborer; **Andres Duran,** freight carman; **Thurman Moore,** roundhouse foreman; **George Phelan,** engine crew dispatcher; **Dunklin Robinson,** engineer.

SACRAMENTO DIVISION: **William Aldrich,** carman; **William Baker,** switchman; **Phillip Carroll,** car foreman; **J. Ivy Dealy,** telegrapher; **Solomon Eddings,** carpenter; **Ivan Harrington,** B&B foreman; **Mabel Hoffman,** clerk; **Fong Jack,** laborer.

SACRAMENTO SHOPS: **James Blake,** carman; **Henry Halverson,** machinist; **Joseph Martin,** machinist helper; **Mike Peseley,** molder; **William Regan,** machinist foreman; **Jack Stassi,** carman helper.

BILL CHISHOLM, carpenter, Western Division, ended a 51-year railroading career when he retired recently.



SALT LAKE DIVISION: **Clarence Boone,** brakeman; **Vern Bullough,** machinist; **Daniel Dinneen,** carman; **John Griffin,** switchman; **Claude Podger,** brakeman; **Ernest Schroeder,** machinist; **Harry Spacthe,** machinist; **Roy Stanger,** blacksmith.

SAN JOAQUIN DIVISION: **Frank Berkman,** engineer; **Frank Favero,** engine watchman; **Jesse Hanley,** section laborer; **Carl Johnston,** machinist; **Joe Tomei,** clerk.

TUCSON DIVISION: **Zelmer Brewer,** track foreman; **John Hill,** water service mechanic; **Leon McGowan,** janitor; **Juan Nunez,** laborer; **Rudolph Solomon,** car inspector; **Alexander Young,** signal maintainer.

WESTERN DIVISION: **Albion Albert,** carman; **Louis Ayala,** clerk; **Ann Barnes,** telegrapher; **Cyril Blair,** stationary engineer; **George Blanco,** switchman; **Karl Boos,** water service foreman; **Patrick Boyce,** carman; **William Chisholm,** carpenter; **Joseph Clute,** clerk; **Manuel DeSeguirant,** marine fireman; **Emmanuel Harlabakis,** assistant mail & baggage handler; **Roy Haven,** engineer; **Atlas Helm,** carman; **Tranquilino Hernandez,** section laborer; **Roy Hunter,** switchman; **Nettie Kemp,** coach cleaner; **George Kretz,** towerman; **Anthony Nugent,** machinist; **Charles O'Dell,** yardmaster; **William Rainey,** engineer; **Melvin Santee,** conductor; **John Santos,** clerk; **Milton Scott,** clerk; **Clifford Seal,** clerk; **George Silvey,** machinist.

PACIFIC ELECTRIC: **Arthur Babcock,** brakeman; **Bert Durr,** signalman; **Albert J. Gallacher,** brakeman; **Milo Gilbert,** rate & revising clerk; **Edward Hume,** terminal car clerk; **Barnabe Juarez,** track laborer; **Melvin Ogan,** engineer; **Roy Robb,** clerk; **Louis Schimelman,** fireman; **Claude Smith,** engineer; **Herman Tiemann,** train dispatcher.

DINING CAR DEPARTMENT: **Olan Brooks, Sr.,** waiter; **Martin Cerin,** bake shop foreman; **Hyoji Fukuoka,** sandwich maker; **Louis Hippolyte,** pie baker; all at West Oakland.

OTHER DEPARTMENTS: **Juan Berumen,** trucker, Los Angeles Stores; **Fred Grimmelman,** ticket clerk, Passenger Traffic—Oakland; **Mark Austin,** ticket seller, Passenger Traffic—Los Angeles; **Percy Lamb,** orderly, General Hospital, San Francisco; **William Riesenberg,** equipment installer, Communications Department, Los Angeles; **Florence Spencer,** PBX operator, Communications Department, Watsonville; **James Mendoza,** machinist, Los Angeles Shops; **Cyril Bialas,** carman, Sacramento Shops; **George Arens,** signal maintainer, Shasta Division; **Simon Ernst,** purchase bill clerk, Portland Stores; **Hattie Jones,** special diet aide, General Hospital, San Francisco; **Laura Christoffersen,** information clerk, Passenger Traffic—Public Relations, San Francisco; **Frank Espel,** fireman; **Alfred Simonson,** machinist helper, both Northwestern Pacific; **Carrie Kunz,** matron; **Clara Smith,** clerk, Assistant General Auditor, both General Office, San Francisco.

OUR SYMPATHY

Deaths in SP Family

COAST DIVISION: Pensioners: **Joseph Cullinane,** car inspector; **Albert Frossard,** machinist; **Bennie McCoy,** laborer; **Benjamin Lancaster,** car inspector; **John Savory,** engineer; **Arlon Shannon,** engineer; **Thomas Slankard,** B&B foreman; **William Smith,** clerk.

LOS ANGELES DIVISION: **William Almond,** switchman; **Raymond Morgan,** switchman; **Harold Dunn,** electrician. Pensioners: **Sotero Hernandez,** laborer; **George Howe,** switchman; **John Kegans,** coach cleaner. **James Lane,** clerk; **Woodard Trepanier,** stevedore.

LOS ANGELES SHOPS: **Donald White,** machinist. Pensioners: **William Claiborne,** car foreman; **Rodney Comport,** general blacksmith foreman; **Harrison Sanderson,** boilermaker helper.



FELLOW RETIREES from the Western Division are E. A. Raffestin (left) clerk, who completed 36 years' service and L. Ayala, clerk, who completed 40 years.

PORTLAND DIVISION: **Vincent Nugent,** car clerk. Pensioners: **Herbert Bellows,** crew dispatcher; **Adolph Bogen,** agent-telegrapher; **Oakey Caldwell,** switchman; **James Harkness,** blacksmith; **Wilbert Hicks,** conductor; **Earl Howard,** section foreman; **William Main,** lead car inspector; **Ray Moore,** section laborer; **Earl Van Antwerp,** telegrapher; **Henry Walgraeve,** carpenter.

RIO GRANDE DIVISION: Pensioner: **Romolo Anaya,** laborer.

SACRAMENTO DIVISION: Pensioners: **Edward Baker,** switchman; **Pietro Giusti,** machinist; **Edward Jeffery,** pipefitter; **Alex Roach McIntosh,** engineer; **Francisco Ortiz,** laborer.

SACRAMENTO SHOPS: Pensioners: **Michael Gonzales,** laborer; **Percy Koons,** boilermaker; **Jose Lucio,** steel molder; **Joe Maggiori,** boilermaker; **Nello Morgantini,** differential molder helper; **Charles Van Buren,** bench carpenter; **John Zuccaro,** blacksmith helper.

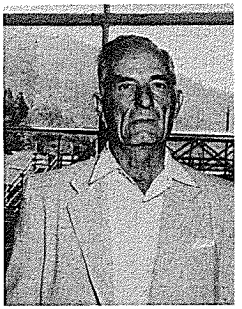
SALT LAKE DIVISION: **Arne Gronnevik,** engineer; **R. C. Faulkner,** conductor. Pensioners: **Richard Hodson,** section laborer; **Austin Johnson,** wire chief; **Donald Porter,** fireman; **John Shellgrain,** engineer.

SAN JOAQUIN DIVISION: **Russell Ash,** chief freight clerk; **Raymond Harris,** clerk; **Leslie Hoisington,** engineer; **Arthur Lehman,** engineer; **Donald Miller,** brakeman; **Roger Nelson,** signal helper; **Gilbert Nesmith,** clerk; **Charles Poynter,** section laborer; **George Vance,** conductor. Pensioners: **Charles Ashcraft,** B&B foreman; **Robert Davis,** agent-telegrapher; **Clifton Payne,** boilermaker helper; **Thomas Sullivan,** engineer; **Lew Webb,** machinist foreman.

SHASTA DIVISION: **L. L. Brown,** extra clerk. Pensioners: **James Creason,** engineer; **Clarence Eachus,** engineer.

TUCSON DIVISION: **Ricardo Ruiz,** track laborer; **Danny Gonzales,** track laborer; **Dale Broemson,** asst. signalman; **Manuel Lopez,** carman. Pensioners: **Francisco Puentes,** section foreman; **Elmer Patton,** stationary engineer; **George Schultheis,** signal maintainer; **Lewellyn Williams,** machinist helper.

WESTERN DIVISION: **John Jackson,** welder; **Leo Stolz,** store laborer; **Howard Clark,** clerk; **Dallas Middlekauff,** machinist; **Edmund Dolan,** asst. foreman; **Walter Newburn,** asst. car order clerk; **George Self,** brakeman; **Clyde O'Callaghan,** switchman. Pensioners: **Antonio Azevedo,** crossing watchman; **Donald McKay,** switchman; **Adie Miller,** switchman; **Benjamin Thomas,** conductor.



JOHN E. MARMARAS, section foreman, Maintenance of Way Department, Shasta Division, retired after 46 years' service.



RETIRING after 42 years' service was Albin S. Alberts, passenger carman, Western Division.

PACIFIC ELECTRIC: **Charley Veazey,** fireman. Pensioners: **George Aston,** conductor; **David Claudin,** motorman; **Allan Cobbett,** yard conductor; **Hugh Collins,** trolleyman; **Ernest Engelmann,** signalman; **Herbert Green,** electrician; **John Kessick,** guard; **Harry Laird,** foreman; **Archie Lancaster,** janitor; **Aaron Homstrom,** janitor; **Edward Nelson,** car repairer; **Alfonso Perez,** track laborer; **Thomas Skillington,** conductor; **Howell Stephens,** guard; **George Volk,** carpenter; **Charles Wait,** car repairer; **Thomas Wilson,** motorman; **Susie Wooster,** car cleaner.

OTHER DEPARTMENTS: **Frank Dykes,** city freight agent, District Freight Dept., S.F. Pensioners: **Arthur Allen,** equipment supervisor, Communications Department; **James Strawn,** waiter, Dining Car Department, Los Angeles; **David McKay,** asst. to supt., News Service, Dining Car Department, West Oakland; **Duncan Harris,** stockman's asst., **John Petrotta,** scrap sorter, **Lorenzo Pocino,** freight handler, all Sacramento General Stores; **Kathryn Dam,** clerk, General Hospital, San Francisco; **Jay Bouslog,** line foreman, Interurban Electric Ry. Company; **William Henderson,** trucker, LAUPT; **Orphus Landau,** telegrapher-clerk, San Diego & Arizona Eastern Railway.



GOOD WILL...

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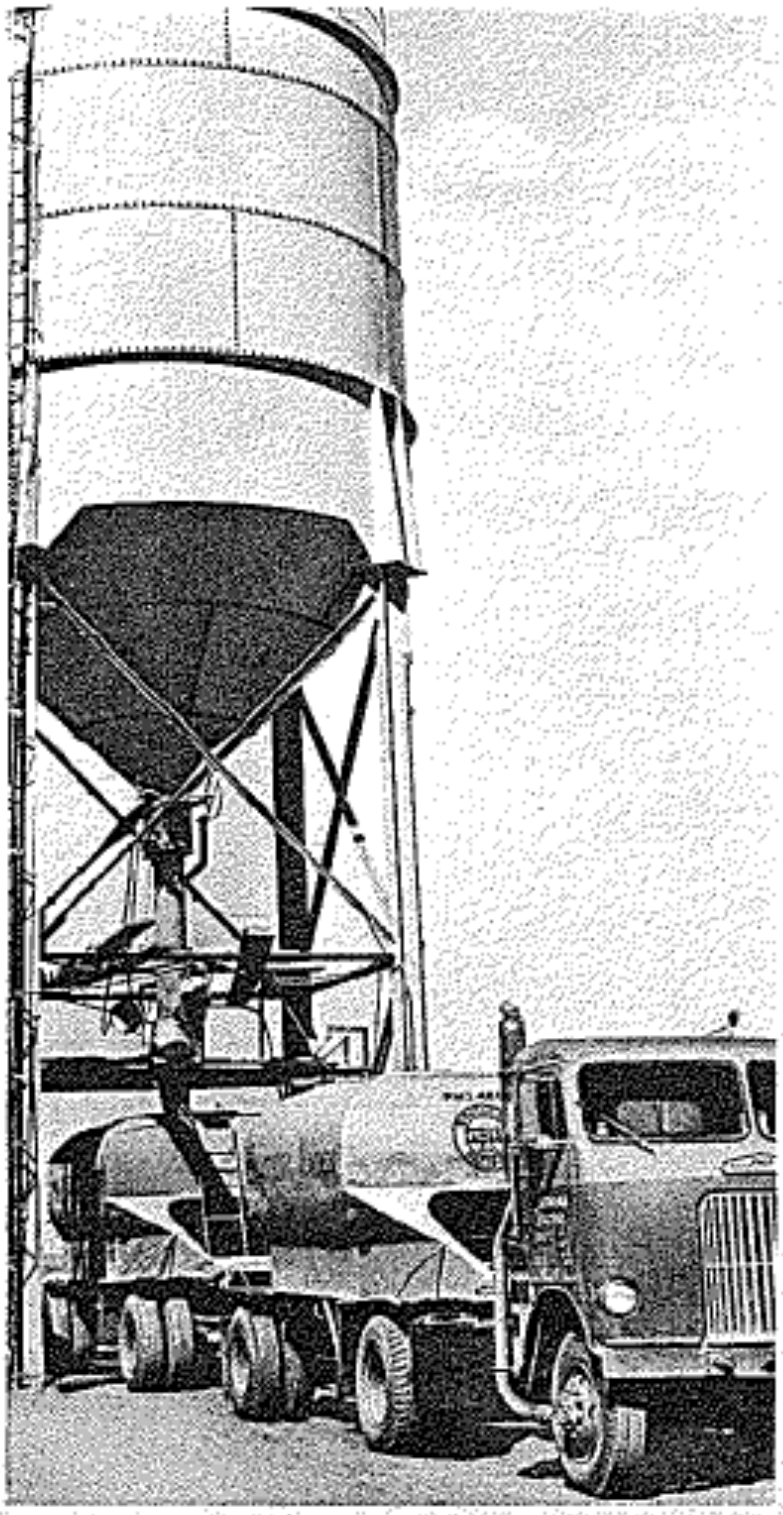
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